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CENTRAL INTELLIGENCE AGENCY

379

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## INFORMATION REPORT

COUNTRY Czechoslovakia

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SUBJECT The Posista Construction Enterprise and the  
Construction of Military Airfields

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1. In 1950, a number of firms belonging to the Czechoslovak Construction Corporation, including Posista, Konstruktiva, Amastev, Moravostav, and Stavoindustria were dissociated from the Corporation and were assigned to handle special projects, particularly those of a military nature.(1) Thus, the Posista firm has been responsible for the construction of all military airfields since 1950. The firm is divided into four branches; Branch No.1 is in charge of the airfield construction, a project which accounts for about 75 percent of the firm's entire work. Branch No. 2 does civilian architectural building and accounts for about 15 percent of all the work, while another 10 percent of the work is done by Branch No. 3, which handles the construction of asphalt and concrete roads. Branch No. 4 maintains the firm's equipment and motor pool.
2. Branch No. 1 is located in Prague II, Revoluční 21.(1)The following is a partial list of personnel working in this branch:

Manager : Jan Valach (1)

Operations Engineer : Ing. Jan Burian, a Communist and a career hunter.(2) His son allegedly received a scholarship from the Czechoslovak government and has been studying in the United States.

Contractor : Ing. Dahintz

Chief Architect and  
Chief of Employment : Smid

Chief of Planning : Ing. Jaroslav Svoboda

Deputy Chief of  
Planning : Ing. Václav Kratochvíl

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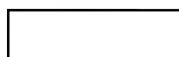
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Security Officer : Karol Novak, a former foreman with the Silist firm and a dangerous Communist.  
 Cadre Officer : Cejka, a dangerous Communist.  
 Political Officer : Antonin Beran  
 Chairman, NSC : Hroch  
 Finance Officer : Fojtl  
 Economist : Dr. Kubat

3. Each airfield to be built is given a cover designation under which it is then filed with Posista. The cover letter always begins with K, to which a Roman numeral is affixed. The K X airfield at Line near Dobrany (N59/P93) was begun in 1951. (3) Ing. Miroslav Kalous and Ing. Bilek are the construction managers. The architectural assistant is Jan Mlauf. About 1,200 workers, some of them civilians and some soldiers, are employed at the field. A security officer is stationed at all of the fields to prevent sabotage and espionage.
4. The runway of the K X airfield is 1.5 - 2 km. long. In September 1951 the work of laying the concrete for the runway had just begun. First a 30-50 cm. layer of sand was spread on a well-rolled and hardened surface. This layer was to serve as protection against moisture, since the field is built on loamy ground. On top of the sand a 15 cm. thick layer of gravel was spread, and that was covered by 22 cm. of concrete. Four hundred kilograms of cement are used for one cubic meter of concrete.
5. Installations at the field include four barracks, each with 1,000 square meters of floor space and one barracks of the same dimensions for soldiers permanently stationed at the field. There is an Air Base Building (sic) with 250 square meters of floor space, one hangar with 2,600 square meters floor space, a building adjacent to the hangar with 1,300 square meters of floor space, which houses various types of equipment such as Lorenz radio apparatus, goniometer, emergency alarms, etc. The control tower and garages for the emergency squads are also in this building. One ground room with 400 square meters of floor space and a central switchboard and transmitting office complete the installations.
6. Although K X was to have been completed by the end of 1951, the Ministry of National Defense allegedly lost interest in the project and work lagged, so that it is doubtful if the field will be completed before 1952.
7. The construction of K XI at Hradecany near Doksy (Q51/F84) began in 1949 under the management of Ing. Veverka, (4). His deputy is Koblenz, an architect. Foremen working on the field include Josef Lepic, Josef Vitek, Jaroslav Simecek and Antonin Makovicka. The project employs about 600 men, half of whom are politically unreliable soldiers, or Class C recruits (not fit for military service).
8. The runway of K XI is 2,500 m. long and 80 m. wide. The taxi strip is 250 m. from the runway and is 16 m. wide. (5) The total concrete area covers 260,000 square meters. About 11,600 square meters is reserved for parking aircraft. The runway was made by spreading a 15 cm. layer of gravel on a rolled surface and covering the gravel with a 22 cm. layer of concrete.

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9. The airfield was to have been completed by the first half of 1952. By the end of 1951 the following installations will have been completed: Taxi strip, runway, parking area, barracks, air base office, kitchen, hanger and adjacent building. Technical equipment which was to be installed this year will probably not be in working order for some time because of the difficulty in obtaining weak current sets. The control tower and emergency squad garages should be finished by the spring of 1952. Depending on the difficulty in purchasing and obtaining delivery on telephone and radio equipment, the switchboard and radio room should be ready for use by the spring of 1952.
10. Work on the K XX airfield near Pardubice (051/179) was to have begun on 1 October 1951. Ing. Zdenek Veverka was to have been transferred there from K XI to direct operations.
11. The K XXX field near Pisek (N50/L52) was begun in 1949. Josef Novak, formerly with the Silst firm, is in charge of the project.(6) A total of 90 men are employed at the field. The runway of the field is 2,500 m. long and 30 m. wide and was completed in the autumn of 1950. The taxi strip is about 250 m. from the runway and is 16 m. wide. Four parking areas are still under construction. Equipment used for the construction of the field was supplied by the Konstruktiva Enterprise.
12. In 1949 reconstruction of the old airfield at Plana Homole (049/Q85) near Ceske Budejovice (049/Q96) was begun. This field was given the designation K XXI. Head of the project is Frantisek Radl. (7) Foremen include Josef Krch, age 28, and Josef Lejsek, age 35. A total of 1,200 men are working on the field. Half of this number is composed of politically unreliable soldiers and recruits who were classified "C".
13. The runway of K XXI is 2,500 m. long and 30 m. wide. The taxi strip is 250 m. from the runway and is 16 m. wide. The following installations are under construction: building for technical equipment such as goniometer, Lorenz transmitter-receiver and transceiver, emergency alarms, etc.; a central switchboard office, control tower, garage for emergency squads and two fuel storage tanks, each with a capacity of 250,000 liters. The field will probably not be completed until the first half of 1952.
14. Additional equipment for all airfields will be supplied as it becomes available. By the end of 1952 ten fuel storage tanks are to be built at these fields in addition to those already installed.
15. The offices of Branch No. 2 of the Posista Enterprise are located in Prague-Strosovice, Hladkov, Italiska 27, in the former offices of the Gregor-Havelka firm. Director of Branch No. 2 is Ing. Jiri Sladecik, former deputy to Ing. Durian at the Silst firm. He also was in charge of construction work for the Skoda Works, Pilson. Sladecik is a Communist.

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